

population, emergence of low cost airlines and apex fare system, open sky policy and liberal policy of license to new schedule operators, liberal bi-lateral agreements, liberal permission to acquisition of new aircrafts. Permission to domestic carriers to operate on international sectors including to United Kingdom and United States of America.

(b) No, Sir.

(c) Does not arise.

(d) Such high growth was sudden and was unexpected.

(e) To cope up with the sudden spurt and phenomenal increase in air passengers traffic, the following actions have been/are being taken— Construction of new terminals, expansion of existing terminals, Construction of additional aircraft parking stands for over night parking, Construction of new rapid exist and parallel taxiways to enhance runway capacity, introduction of new ATC procedures for simultaneous use of both runways at Indira Gandhi International (IGI) and Chhatrapati Shivaji International (CSI) Airports, posting of additional ATC officers in ATC units, ban on general aviation and military flights during peak hours at IGI and CSI Airports Modernisation and development of IGI and CSI Airports through Joint Venture Companies and Construction of Greenfield airports at Bangalore and Hyderabad in Public Private Partnership.

### **Development of airports in the North Eastern Region**

716. SHRI O.T. LEPCHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have formulated any scheme for expansion, development and promotion of airports and infrastructure in the North Eastern Region particularly in the State of Sikkim;

(b) if so, the details thereof;

(c) the details of National Action Plan prepared by Government for implementation of the said scheme;

(d) the details of expenditure likely to be incurred by Government in NER, State-wise; and

(e) the steps taken by Government in this regard?

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL):** (a) and (b) Yes, Sir. Development/construction/improvement of airports/civil enclaves in North Eastern Region (NER) are undertaken as per Memorandum of Understanding (MoU) signed between Airports Authority of India (AAI) and North East Council (NEC). NEC is reimbursing 60% of the cost of the project and the remaining 40% is funded by Government of India, Ministry of Civil Aviation in equal ratio of loan (20%) and grant (20%).

An MoU between Government of Sikkim and AAI was signed in 2002 under which the project for construction of Pakyong (near Gangtok) airport is planned. The cost of the project is Rs. 340 crores. Its funding is being finalized in consultation with Planning Commission, State Government of Sikkim and AAI.

(c) to (e) The details of major projects likely to be taken up during 11th Five Year Plan are as under: Expansion and strengthening of apron at Agartala, construction of new terminal building at Barapani, Shillong, extension of runway, construction of terminal building and new apron at Dibrugarh, construction of international terminal building, additional parking stand, strengthening and extension of runway and construction of new control tower cum technical block at Guwahati, expansion of apron and additional link taxiway at Imphal, construction of new airport at Itanagar, Pakyong and Kohima, construction of new terminal building at Jorhat, operationalisation of airport for ATR-72 operation at Passighat and modification of terminal building at Silchar.

### **Leasing of land by AAI to private companies**

**717. SHRI C. RAMACHANDRAIAH:** Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) has provided its land to some private companies on lease for commercial purposes on revenue-sharing basis;

(b) if so, the number of private companies to whom the AAI had given its land on lease till March 31, 2006;